

The Evening Standard

Published Daily, Except Sundays, by Wm. Glasmann.

FROM HERE TO LOS ANGELES.

Attention has been drawn to the fact that what is known as the Keeler cut-off is within ten miles of completion and that, with the closing of this gap, Ogden will be brought closer to Los Angeles, over Southern Pacific rails, by several hundred miles.

The Standard has made frequent reference to this short route to Southern California, but only of late has the importance of the new road dawned on other papers in the intermountain country. The Salt Lake Tribune of today says that Ogden will derive great benefits from the line, as it will give to this terminal additional prestige in every way, placing this city on an additional route to and from the Los Angeles territory.

The distance from here to Los Angeles by the Keeler road is estimated at 996 miles, which may be further reduced, if the Southern Pacific builds south from Battle Mountain, through Reese River valley, Nevada, to a connection with the Hazen branch south of Mina.

THIS STATE INTERESTED.

Reports from Pueblo, Colorado, are to the effect that no state is taking more interest in the Eighteenth National Irrigation Congress than Utah, and this is accounted for, first, because Pueblo is easily accessible to delegations from this state; second, it is the birthplace of the National Irrigation Congress, for it was in the city of Salt Lake, in 1890, that the greatest development agency of the country was born. Of the old guard that organized the congress, several are still residents of Utah, including Major R. W. Young, John Henry Smith, and Fred J. Kiesel. Still another reason for the activity of Utah is the fact that one of its distinguished citizens, Major Richard W. Young of Salt Lake, is second vice-president of the Eighteenth congress, and doubtless will some day be its president. He is also a member of the board of governors, and as such has visited Pueblo this year, attending the sessions of that board and helping make the tentative program. While there recently he assured the congress headquarters that the state of Utah would have one of the best delegations in the congress, both as to personnel and numbers.

Another factor in behalf of the congress that is not to be overlooked is Governor William Spry. Few of the state executives have been more diligent in active correspondence with the secretary and the other congress officials than he.

Utah, and Ogden in particular, note with pride the progress made by each succeeding congress—Utah as the birthplace and Ogden as the place where the most important session was held.

THAT FIGHT ON MONDAY.

On Monday afternoon an event of world-wide importance, overshadowing all other happenings on that day, will be "pulled off"—that is the technical term—in Reno, Nevada. Only a repetition of a cataclysm such as buried Atlantis under the ocean can distract the people of civilization from the Jeffries-Johnson contest. There are more impatient people waiting to hear the results from the arena than concerned themselves over San Francisco when earthquake and fire made uncertain the fate of the city and its inhabitants.

One of our visitors this morning—a minister, himself somewhat interested—ventured the statement that it is the brutal in man that makes him desire to see the fight, but our opinion is that people generally are eager to learn of the results or see the contest simply because the fight has been "played up" by the newspapers, until the conflicting views, as to the possible victor, have given the story of the contest much the same fascinating interest that attaches to the reading of a well-written novel as the sequel is approached.

One of our prominent colored citizens was questioned as to whether he would be at the fight. He said no, that every colored man at the ringside will be facing a serious moment, when, if Jeffries wins, life will be made miserable with taunting and jeering, while, if Johnson triumphs, the man of color will be in danger of sudden extinction. And that is not reasoning poorly, for the present contest carries with it an intense rivalry which involves race hatred, and comes dangerously near to being a national misfortune in that it may give a serious setback to the movement well under way for the obliterating of those prejudices which have so long kept the black race from progressing as it should.

WHERE OGDEN GAINS AN ADVANTAGE.

San Francisco is much concerned over the decision of the Interstate Commerce commission, ordering a reduction of railroad rates to interior cities of this coast, and the Call of that city, says:

It is too soon yet to estimate the effect of this order on the jobbing trade of the coast cities which hitherto have been the distributing and supply points for Reno, Spokane, Phoenix and other towns of the intermountain region. Whether and to what degree the commission takes account of the influence of water competition will not appear until the full text of the opinion is received.

This decision is not made under the new law concerning long and short hauls, but a regard for the wording of the act does not indicate that it would materially affect the result either way. The Interstate Commerce commission has always exercised a wide discretion in the adjustment of rates where water competition is a factor, and the new law authorizes the continued use of this discretion. We quote the section:

Section 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers, or of like kind of property, for a shorter than for a longer distance over the same line or route in the same direction, the shorter being included within the longer distance, or to charge any greater compensation as a through route than the aggregate of the intermediate rates subject to the provisions of this act; but this shall not be construed as authorizing any common carrier within the terms of this act to charge or receive as great compensation for a shorter as for a longer distance. Provided, however, that upon application to the Interstate Commerce commission such common carrier may in special cases, after investigation, be authorized by the commission to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section. Provided, further, that no rates or charges lawfully existing at the time of the passage of this amendatory act shall be required to be changed by reason of the provisions of this section prior to the expiration of six months after the passage of this act, nor in any case where application shall have been filed before the commission, in accordance with the provisions of this section, until a determination of such application by the commission.

It may be that the order of the commission will compel the coast cities, in defense of their jobbing trade, to resort to a greatly extended commerce by sea. With rates reduced from the coast to the intermountain territory, the harbor cities with the help of water transportation should be able to undersell shippers by rail from eastern points.

For years there has been no water competition from the East to the Pacific Coast, but the fiction of water competition has been maintained in order to bolster up the contention that the Coast cities were entitled to more favorable rates than interior points. San Francisco, seeing the hopelessness of its position and the futility of claiming water rates without actual water transportation, now urges the

importance of placing ships on the ocean in an attempt to ship goods by the water route.

There are many lines of goods which bore a rate equal to that from New York to San Francisco, plus the local rate back to Ogden, that now will be delivered at a freight rate less than is accorded San Francisco. On all such articles, San Francisco and other coast jobbing centers will lose their interior trade, to the advantage of Ogden and cities similarly situated.

JUST FOR FUN

Ultimatum.
A miner with a penchant for music lodged at a certain house on the outskirts of a Northern provincial city.

One evening, quite recently, a friend called to spend the evening with him, and, after a varied program of music had been gone through, the conversation at the street door turned to physical development.

"A'm thinkin' o' gettin' a pair o' dumb bells," said the host. "Will ye cum an' practice w' me, Geordie?"

"Ye have a planner, a fiddle an' a trumpet; na ma'r musical instruments cum inter this house!" shouted the long suffering landlady from below.—Tit-Bits.

Justifiable.
The would-be humorist was meandering down the street.

Simultaneously a stranger was walking up the street.

In due time they came face to face.

"What time is it, please?" queried the stranger.

"Winter time," hastily answered the would-be humorist.

The following morning the stranger, who had been charged with assault and battery, told his story to the judge.

"Run along home," said the judge. "And here's a quarter to buy arnica for your sore fist."—Chicago News.

McFadden's Mistake.
McFadden, complainingly, at boarding house table—This egg must have been laid by some hen back in the nineteenth century.

Mrs. Mealer (with warning whisper)—Not so loud, Mr. McFadden, the other boarders will hear you.

McFadden (louder)—I want them to hear me.

Mrs. Mealer (resignedly)—Very well, if you want to expose your ignorance you may do so, but you will be laughed at for not knowing the egg was laid by a duck.—Chicago News.

Late Hours.
"I understand that you recently stayed out till after midnight," said the friend in a shocked tone.

"Yes," replied Mr. Meekton.

"Where did you spend all your time?"

"Out on the front step waiting for Henrietta to relent and let me in."—Washington Star.

Substitute Suggested.
"I say, me good man," queried Al-gernon Percival Montmorency as he entered the drug emporium, "have you—have a good hair weneaway that I could—use on me mustache, doncher know?"

"Yes," replied the druggist, "but we have something still better for your purpose. It is called 'Blank's Hair Originator.'"

The Recount.
"The census didn't give Plunkville enough population. Our Congressman oughter eit us a recount."

"He says it can't be did."

"It must be did. He got himself a recount when he was running for the job."—Kansas City Journal.

Winning a Derby.
Miss Yangkie—And what has Lord Chichester done that you think so interesting?

Lord de Fendus—He won a Derby 't know.

Miss Yangkie—How lovely! On an election bet?—Cleveland Leader.

The Eternal Feminine.
"In the spring a young man's fancy lightly turns"—the poem goes—"To thoughts of love." A woman's fancy

lightly turns to thoughts of clothes.—Puck.

Her Wonderful Vision.
Mamma—But how do you know this young man really loves you? Has he told you so?

Ethel—No, mamma. But you should see the way he looks at me when I'm not look at him.—Scraps.

RETAIL CLERKS, ATTENTION

A meeting is called for July 5th at 8 p. m., county court house, to effect a temporary organization. More than 150 have signed the charter application.

Don't feel slighted if I have not seen you, but come to the meeting, and after the objects are explained, you will want to join. It will cost you \$1.00 to join now and at least \$3.00 if you wait till the charter is closed. The meeting is open to all retail clerks. Come.

W. M. PIGGOTT.

RATES WILL BENEFIT OGDEN

J. R. Cooper of the George A. Lowe company says the new railroad rates ordered by the Interstate Commerce commission will advance the interests of this section. In an interview he says:

"The Utah, Idaho, Montana, Nevada and Washington jobbers have been compelled to pay unjust freight rates ever since the railroads became transcontinental. For years Pacific coast jobbing houses had their men in these intermountain states working the retail trade, taking orders and shipping their goods from the Pacific coast."

"These goods were originally bought in the east, shipped through Ogden to the coast and then shipped back again and sold in competition with the local jobber. This was brought about by the railroads discriminating against these intermountain states and compelling us to pay from 25 to 40 per cent more freight than the Pacific jobber paid on his goods that were hauled through our territory. The railroads justified their actions by saying that they had to cut the freight rates to the coast in order to meet the low rates made by water competition, either around the Horn or by goods, or across

the Isthmus on goods more perishable. Then in order to keep up the revenues of their roads and pay dividends on the watered stock, Sacramento was made a common point for Nevada, Portland and Seattle for Washington and eastern Oregon. When we wanted the freight rates to Nevada we figured the through rates to Sacramento, then added the rates back from Sacramento to the point in Nevada where one wished to deliver the goods.

"An illustration: The rates from Pittsburg to Sacramento on barbed wire is 80 cents per hundred pounds. The rate from Sacramento to points in Nevada on the main line, east of Winnemucca, is 62 cents per hundred pounds. The rate, therefore, from Pittsburg to Wells or Elko would be \$1.42 per hundred pounds on barbed wire.

"Rate to Ogden on barbed wire from Pittsburg, \$1.27 1/2 per hundred, or 47 1/2 per hundred more than to Sacramento, a haul of 600 miles farther.

"This is only an illustration. This will apply equally to every commodity shipped into this section.

"Now, what will be the effect of a reduction in freight rates? It will cheapen the cost of goods to the consumer, and it will make the purchasing power of a dollar from 5 to 20 per cent greater. It will squeeze the water out of the railroads, and to a certain extent cut out stock jobbing on Wall street, and in a roundabout way effect the banks that now run up the black flag every time Wall street happens to sneeze.

"While it may not help the jobber by widening out his territory, it will help him by permitting him to carry larger stocks. If the rates are cut, numerous weights on cars will be materially increased, so that each car hauled will net the railroad the same revenue per car as heretofore. This will prevent the dealer from handling car lots and still throw the business to the jobber.

"Some may tell you that the railroads cannot live if the rates are materially cut, but this argument will not hold good for the reason that before the Elkins bill was passed, the railroads were giving freight concessions promiscuously, hauling goods as low as 50 cents per hundred, and hauling any one who had a car to ship any place he saw fit to go.

"The Elkins bill was the greatest piece of railroad legislation that ever passed through congress. It has cost the consumers of this intermountain country alone hundreds of thousands of dollars. This money has gone to build country residences for railroad people and buy chug cars and steam yachts for the 'smooth necks' on Fifth avenue.

"It is to be hoped that when the long and short haul bill passed by the last congress goes into effect, that we will not find a joker attached to the same by the trust end of a legislative body chosen to protect the interests of the common people."

NOTICE TO MILK DEALERS.

Notice is hereby given that you are doing business without a license, and unless paid within five days from date suit will be brought for the collection of the same.

CARL ALLISON,
Assessor of License Taxes.

BRIGHAM FRUIT IN ABUNDANCE

Brigham City, July 1.—Extensive preparations are under way by local and eastern fruit dealers for handling the peach crop this year. Conditions never looked better for the fruit than they do at present, and prices promise to be a little better than the average season. The fruit is large for this time of year and appears to be absolutely free from disease. It is estimated that fully one-third of the peaches dropped off the trees during the past few weeks. This, however, is a good thing, and does away with the labor of thinning, which surely would have been necessary owing to the heavy loaded trees earlier in the season.

If the elements do not interfere, the famous Elberta will be on the market as early as August 20 this year, according to A. H. Snow, one of the largest peach growers in this city. Mr. Snow expects to ship twenty-five carloads of peaches off his orchard south of the city, and has already received his box timber from Oregon.

The shipments for the year will undoubtedly reach 500 cars, all of which will be sent to the markets in the east, as far as Boston.

During the week Brigham apples have made their appearance on the market. This fruit is also in better condition than in previous years, and is about three weeks earlier, owing to the season.

Berries are nearly all gone, but strawberries and raspberries remain. One prominent shipper remarked the other day that last year he could hardly get enough ripe raspberries to fill his orders for the Fourth of July trade. This year there will be none left for the Fourth. The price paid for raspberries this year has not gone under 90 cents for a case of twenty-four cups, while last season the price went as low as 65 cents.

TWENTY DEATHS DUE TO HOT WAVE

MILWAUKEE, Wis., July 1.—One dead and six prostrated is the toll of Friday's heat wave in Milwaukee. The maximum temperature was 92.

One Dead in Detroit.

DETROIT, July 1.—One death from heat was reported today. The government thermometer registered 96; 105 was reached on the street.

Four Deaths in Chicago.

CHICAGO, July 1.—Four deaths and a score of prostrations from heat occurred here today. It was the hottest

of the year, the temperature being 93 degrees.

Pittsburg Has Four Deaths.

PITTSBURG, July 1.—Ninety-three degrees was the official temperature today, with 101 registered on the streets.

Four deaths directly due to that were reported.

Four Deaths and Countless Prostrations.

NEW YORK, July 1.—There were four deaths from the heat in Greater New York today and countless prostrations. The maximum temperature was 86.

Six Deaths in Philadelphia.

PHILADELPHIA, Pa., July 1.—Six deaths were reported as due to the heat here today. Ninety degrees were registered.

PECULIAR ACCIDENT AT EMERYVILLE

OAKLAND, Cal., July 1.—A peculiar aeroplane accident in which probably for the first time one machine fell on top of the other occurred here late this afternoon, one aviator escaping unhurt and the other sustaining a broken rib. Clifford O'Brien, in a Farman biplane, had successfully circled the Emeryville race track several times when a sudden gust of wind caught him as he passed the grand stand, turning his aeroplane over and crashed it to the ground, a distance of 100 feet.

Smith Injured; O'Brien Escapes.
Extricating himself from the wreck, he looked up and saw the Curtiss machine of Samuel Smith swooping down upon him. O'Brien barely had time to jump as Smith's biplane, which had been caught in the same treacherous puff of wind, crashed down directly upon the Farman. Both machines were totally wrecked. When Smith was dragged out it was found that he had broken one rib and was otherwise badly bruised.

RECEIPTS PROVE A SURPRISE

WASHINGTON, July 1.—A surprising surplus of \$9,402,432 in the year's ordinary receipts and expenditures, instead of the expected deficit, a decrease of \$1,648,337 for the month in the public debt; \$1,736,815 altogether in the corporation tax and an \$11,000,000 cut in postal deficiency disbursements of the year, are some of the remarkable features of today's treasury department reports for the fiscal year ended June 30.

The surplus in normal operations, the most gratifying feature of all to the treasury officers, was against a deficit in the same items of \$58,734,955 last year, while the total deficit, formed by adding the big Panama canal transactions, expenditures for which the treasury eventually will be reimbursed, and the public debt statistics, reached only \$25,884,655 today against a deficit over all of \$1,118,795,820 a year ago.

The returns from the corporation

tax helped to increase the working balance in the banks.

All these results are far beyond the expectation of the administration. Before the enactment of the new tariff law there was contemplated a deficit of \$34,075,000 in normal transactions and a total deficit of \$73,075,620. The customs receipts for the year, \$332,785,323, are approximately \$2,000,000 below the estimate; the internal revenue, exclusive of corporation tax, \$267,823,015, almost \$15,000,000 ahead of the estimate, and the corporation tax over \$2,000,000 more than the estimate and the miscellaneous sources over \$6,000,000 added.

The aggregate public debt of the United States, both interest-bearing and non-interest-bearing, is \$1,296,939,969, a decrease of \$1,648,337 from last month, according to today's statement. The total cash in the treasury, which includes the \$150,000,000 reserve fund and the \$100,390,784 balance in the general fund, is \$1,725,683,064.

The postal deficiency, for which an estimate of \$16,880,620 was sent to congress last December, actually amounted to \$8,495,512 only, against \$19,501,062 the previous year.

The year's disbursements included \$172,792,769 for civil and miscellaneous, \$157,004,608 for war, \$123,114,547 for navy, \$18,752,612 for Indians, \$180,733,339 for pensions, \$21,342,981 for interest on public debt beside the postal deficit, the aggregate being reduced by \$2,574,625 as repayment of unexpended balance.

RUNAWAY HORSE DRAGS BOY TO DEATH

HELENA, Mont., July 1.—John Biddgood, 15 years old, a Helena boy, was dragged to death by a runaway horse on a ranch near Manhattan today. The boy fell from the horse, over which he had lost control, his foot caught in the stirrup and his skull was badly fractured. Biddgood is a nephew of the Rev. Newman Hall-burlock.

EVENING SERVICE IS DISCONTINUED

The official board of the Methodist church has decided to discontinue the evening service during July. Special effort will be made to make the morning service attractive and helpful. The Sunday school, which meets at 9:45 a. m., will also be full of interest as the Sunday school board is trying to keep up the interest and attendance and their efforts so far have met with encouraging results. All members of the church are urged to make every effort to be present and to be present on time, if possible. Visitors cordially welcomed.

SALT LAKE RACES ON THE FOURTH

The Salt Lake Driving club announces that all its races for the

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NATURAL MINERAL WATER

Bottled at Soda Springs,

Idaho

Fourth of July harness meet, to be pulled off at the Fair grounds at Salt Lake City, have been filled. They have six entries in the free-for-all, among them is Queen Pomona, with a record of 2:05 1/4. This horse won \$23,000 in purses in Arizona last fall.

The secretary announces that he has horses from all over the state and they expect a nice trot meet.

LONE, MASKED BANDIT IN COLORADO

MONTROSE, Colo., July 1.—A lone, masked bandit last night held up the mail and express stage which runs between Placerville and Norwood in San Miguel county. Several passengers were lined up along the road and compelled to deliver their valuables.

BUTTE, BOISE AND 'FRISCO RAILROAD

BUTTE, Mont., July 1.—Articles of incorporation of the Butte-Boise & San Francisco Railroad company were filed in this county today by State Senator W. H. Haviland, of whom the articles name as president of the company. The other officers of the company are: T. Tomlin, of Butte, vice president; V. S. Reulens, of Paris, France, treasurer, and T. H. McCabe of Butte, secretary. These officers also comprise the board of directors, with the following: F. E. Haviland, Con McLaughlin and James E. Murray, all of Butte.

The company is capitalized for \$25,000,000 and very shortly, it is stated, will award contracts to a construction company recently organized in Philadelphia, headed by Mr. Reulens, who represents foreign capital, for the building of a railroad from Butte to Boise and San Francisco.

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Likely you need glasses. Costs nothing to find out. Costs little to have the glasses your eyes need.

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